

from the roots of America's musical traditions, at the same time as being one of the most innovative styles in the history of music. In my opinion, his music is transcendent, brilliant and, above all, joyful.

Music encompasses many mysteries, and, like art in general, one of those mysteries is how joy can be created in circumstances that are less than joyful. Louis Armstrong was born very poor, in New Orleans in 1901. The man who would be honored by presidents and kings around the world scrounged in garbage cans for food when he was a youth. He was an African-American whose life spanned the 20th century, with all of its degradations, discriminations and poverty that so many African-Americans suffered. It is always inexcusable that such circumstances could exist and do still exist in American society. It is nothing short of inspirational when human dignity survives these circumstances and transcends them. That was the life of Louis Armstrong.

It was an American life. I would like to quote the social and music critic Stanley Crouch, who wrote earlier this month in the *New York Daily News*:

As an improviser who worked in the collective context of the jazz band, Armstrong represented the freedom of the individual to make decisions that enhance the collective effort, which is the democratic ideal.

Our country is built on the belief that we can be free and empathetic enough for both the individual and the mass to make decisions that improve our circumstances. Just as the improvising jazz musician can dramatically reinterpret a song he or she once recorded another way, we Americans revisit issues and remake our policies when we think we can improve on our previous interpretations.

So when Armstrong revolutionized American music in the 1920s, he was giving our political system a sound that transcended politics, color, sex, region, religion and class. Instrumentalists, singers, composers and dancers all understood that there was something in what Armstrong did with the music that could apply to them. Like the Wright Brothers, he opened up the sky, and anybody who developed the skill to fly was welcome to take the risk of leaving the safety of the ground.

The propulsion Armstrong used to lift the music became known as swing. It was a particularly American lilt in the rhythm. That lilt had no precedent in all world music. It was a new way of phrasing the endless potential for individual interpretation. One could call it the sound of the pursuit of happiness. That is why it was so charismatic and why it influenced so many, in and out of jazz—from Duke Ellington to Bing Crosby to Charlie Parker to Elvis Presley to Wynton Marsalis.

Mr. President, Stanley Crouch says it better than I ever could: "One could call it the sound of the pursuit of happiness."

In recent years, some have viewed Louis Armstrong from a fairly simplistic perspective. Some suggested he was too acquiescent to racism, a charge many of his fans find unwarranted. He was famous for criticizing

President Eisenhower for his delays in desegregating the schools of Little Rock, Arkansas, in the 1950s. Hundreds of hours of audiotaped recordings of conversations of Louis Armstrong have recently been opened at the Louis Armstrong Archives at Queens College in Flushing, New York, and researchers who have heard them indicate that Louis Armstrong was indignant and enraged at the shame of racism in this country.

Others suggest that his music was also simplistic, referring to songs titled "Jeepers, Creepers," "Gone Fishin'," "When You're Smiling," "That Lucky Old Sun," "Rockin' Chair," did not have the sophistication of serious music. Those critics, just aren't listening, in my opinion. They don't hear a trumpet sound that was honed over decades and has not been replicated. They don't hear a voice tempered by years of performance and musically tuned and timed to perfection.

I am certainly not a serious music critic. I'll just quote Louis Armstrong, when he was asked what kind of music he listened to: "There are two kinds of music," he said. "Good music and bad music—I listen to the good music!" I agree with Louis Armstrong!

As most of my colleagues know, I also grew up in modest circumstances. But in addition to love, support and faith my parents gave me, which could not have a price put on them, they gave me something else intangible: A love of music. When we were young, my parents scraped together money for piano lessons for my siblings and me, and later even for violin lessons. As you can see, I became a Senator!

My parents also sacrificed to save what was then a phenomenal sum: \$18.75 for a student season pass in the cheap seats for the Pittsburgh Symphony Orchestra. I went to every concert I could, and it was there that I first learned of the uplifting experience of music, an appreciation I am grateful to have had all of my life.

Louis Armstrong's music uplifted people. Is it no coincidence that his music was adored on the other side of the Iron Curtain? That millions around the world, on all continents, would flock to hear him on his tours? No, that is no coincidence. That is the power of music in general, and the genius of Louis Armstrong in particular.

Louis Armstrong's music remains loved today by millions around the world, and I think virtually every jazz performer has credited Louis Armstrong for some level of inspiration. One of America's greatest contemporary jazz trumpeters, Mr. Wynton Marsalis, was quoted in last Sunday's *Deseret News* saying that Louis Armstrong "is the one who taught all of us how to play. He taught the whole world about jazz."

My resolution today, which I am pleased to have co-sponsored by Sen-

ators SCHUMER, BREAUX and LIEBERMAN, recognizes the brilliance of this great American's artistic contribution. This Saturday, on the occasion of the centennial of his birth, I hope we all have a moment to pause in joy and gratitude for the uplifting experience of Louis Armstrong's music. I know that, for me, when I think of the life and work of Louis Armstrong, I say to myself: What a Wonderful World.

S. RES. 146

Whereas Louis Armstrong's artistic contribution as an instrumentalist, vocalist, arranger, and bandleader is one of the most significant contributions in 20th century American music;

Whereas Louis Armstrong's thousands of performances and hundreds of recordings created a permanent body of musical work defining American music in the 20th century, from which musicians continue to draw inspiration;

Whereas Louis Armstrong and his bandmates served as international ambassadors of goodwill for the United States, entertaining and uplifting millions of people of all races around the world;

Whereas Louis Armstrong is one of the most well-known, respected, and beloved African-Americans of the 20th century;

Whereas Louis Armstrong was born to a poor family in New Orleans on August 4, 1901 and died in New York City on July 6, 1971 having been feted by kings and presidents throughout the world as one of our Nation's greatest musicians; and

Whereas August 4, 2001 is the centennial of Louis Armstrong's birth: Now, therefore, be it

*Resolved*, That the Senate—

(1) designates August 4, 2001, as "Louis Armstrong Day"; and

(2) requests that the President issue a proclamation calling upon the people of the United States to observe the day with appropriate ceremonies and activities.

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 1213. Mrs. MURRAY (for herself and Mr. SHELBY) proposed an amendment to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

SA 1214. Ms. MIKULSKI (for herself and Mr. BOND) proposed an amendment to the bill H.R. 2620, making appropriations for the Departments of Veterans Affairs and Housing and Urban Development, and for sundry independent agencies, boards, commissions, corporations, and offices for the fiscal year ending September 30, 2002, and for other purposes.

SA 1215. Mr. REID (for himself and Mr. ENSIGN) submitted an amendment intended to be proposed by him to the bill H.R. 2620, supra; which was ordered to lie on the table.

SA 1216. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 2620, supra; which was ordered to lie on the table.

SA 1217. Ms. MIKULSKI (for herself and Mr. BOND) proposed an amendment to amendment SA 1214 proposed by Ms. MIKULSKI to the bill (H.R. 2620) supra.

SA 1218. Mr. WELLSTONE proposed an amendment to amendment SA 1214 proposed by Ms. MIKULSKI to the bill (H.R. 2620) supra.

SA 1219. Mrs. BOXER proposed an amendment to amendment SA 1214 proposed by Ms. MIKULSKI to the bill (H.R. 2620) *supra*.

SA 1220. Mr. ALLARD submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1221. Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1222. Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1223. Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1224. Mr. LOTT submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1225. Mr. ALLARD submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1226. Mr. MCCAIN submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

SA 1227. Mr. SESSIONS submitted an amendment intended to be proposed by him to the bill H.R. 2620, *supra*; which was ordered to lie on the table.

#### TEXT OF AMENDMENTS

**SA 1213.** Mrs. MURRAY (for herself and Mr. SHELBY) proposed an amendment to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:

On page 81, between lines 13 and 14, insert the following:

#### **SEC. 3 . SAFETY BELT USE LAW REQUIREMENTS.**

Section 355(a) of the National Highway System Designation Act of 1995 (109 Stat. 624) is amended by striking "has achieved" and all that follows and inserting the following: "has achieved a safety belt use rate of not less than 50 percent."

On Page 39, Line 5, strike "\$16,000,000" and insert "\$13,000,000".

At the appropriate place, insert "\$3,000,000 for Philadelphia, Pennsylvania, Cross County metro project".

On page 81, between lines 13 and 14, insert the following:

#### **SEC. 3 . STUDY OF MISSISSIPPI RIVER BRIDGE IN MEMPHIS, TENNESSEE.**

Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall conduct a study and submit to Congress a report on the costs and benefits of constructing a third bridge across the Mississippi River in the Memphis, Tennessee, metropolitan area.

On page 55, line 2, insert after "access," the following: "preserving and utilizing existing Chicago-area reliever and general aviation airports."

At the end of title III, add the following:

SEC. 350. (a) Congress makes the following findings:

(1) Section 345 of the National Highway System Designation Act of 1995 authorizes limited relief to drivers of certain types of commercial motor vehicles from certain restrictions on maximum driving time and on-duty time.

(2) Subsection (c) of that section requires the Secretary of Transportation to determine by rulemaking proceedings that the exemptions granted are not in the public interest and adversely affect the safety of commercial motor vehicles.

(3) Subsection (d) of that section requires the Secretary of Transportation to monitor the safety performance of drivers of commercial motor vehicles who are subject to an exemption under section 345 and report to Congress prior to the rulemaking proceedings.

(b) It is the sense of Congress that the Secretary of Transportation should not take any action that would diminish or revoke any exemption in effect on the date of the enactment of this Act for drivers of vehicles under section 345 of the National Highway System Designation Act of 1995 (Public Law 104-59; 109 Stat. 613; 49 U.S.C. 31136 note) unless the requirements of subsections (c) and (d) of such section are satisfied.

On page 16, line 14, after "research;" insert the following: "\$375,000 shall be available for a traffic project for Auburn University;".

SEC. . Section 41703 of Title 49, United States Code, is amended by adding at the end the following:

"(e) AIR CARGO VIA ALASKA.—For purposes of subsection (c) of this section, cargo taken on or off any aircraft at a place in Alaska in the course of transportation of that cargo by one or more air carriers or foreign air carriers in either direction between any place in the United States and a place not in the United States shall not be deemed to have broken its international journey, be taken on in, or be destined for Alaska."

SEC. . Point Retreat Light Station, including all property under lease as of June 1, 2000, is transferred to the Alaska Lighthouse Association.

At the appropriate place insert:

#### **SEC. 3 . PRIORITY HIGHWAY PROJECTS, MINNESOTA.**

In selecting projects to carry out using funds apportioned under section 110 of title 23, United States Code, the State of Minnesota shall give priority consideration to the following projects:

(1) The Southeast Main and Rail Relocation Project in Moorhead, Minnesota.

(2) Improving access to and from I-35 W at Lake Street in Minneapolis, Minnesota.

On page 31, line 2, insert after "amended", the following: "Provided further, That notwithstanding section 3008 of Public Law 105-78, \$3,350,000 of the funds to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under 'Federal Transit Administration, Capital investment grants'".

On page 33, line 12, insert after "\$568,200,000", the following: "together with \$3,350,000 transferred from 'Federal Transit Administration, Formula grants to allow the Secretary to make a grant of \$350,000 to Alameda Contra Costa County Transit District, CA and a grant of \$6,000,000 for Central Oklahoma Transit facilities'".

On page 81, between lines 13 and 14, insert the following:

#### **SEC. 3 . NOISE BARRIERS, GEORGIA.**

Notwithstanding any other provision of law, the Secretary of Transportation shall approve the use of funds apportioned under paragraphs (1) and (3) of section 104(b) of title 23, United States Code, for construction of Type II noise barriers—

(1) at the locations identified in section 358 of the Department of Transportation and Re-

lated Agencies Appropriations Act, 2000 (113 Stat. 1027); and

(2) on the west side of Interstate Route 285 from Henderson Mill Road to Chamblee Tucker Road in DeKalb County, Georgia.

Page 16, line 5, after "\$316,521,000" insert "of which \$25,000,000 shall be available to the National Scenic Byways program, \$500,000 shall be for the Kalispell, MT, Bypass Project, and the remainder"

Page 61, line 16, after "\$20,000,000, insert "of which \$4,000,000 shall be only for the Charleston International Airport, SC parking facility project; \$2,000,000 shall be only for the Caraway Overpass Project in Jonesboro, AR; \$1,000,000 shall be only for the Moorhead, MN Southeast Main Rail relocation project; \$1,500,000 shall be only for the Interstate Route 295 and Commercial Street connector in Portland, ME; and \$500,000 shall be only for the Calais, ME Downeast Heritage Center, access, parking, and pedestrian improvements."

At the appropriate place, insert the following:

SEC. . The Secretary is directed to give priority consideration to applications for airport improvement grants for the Addison Airport in Addison, Texas, Pearson Airpark in Vancouver, Washington, Mobile Regional Airport in Mobile, Alabama, Marks Airport in Mississippi, Madison Airport in Mississippi, and Birmingham International Airport in Birmingham, Alabama.

At the end of title III, add the following:

SEC. . Section 5117(b)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178; 112 Stat. 449; 23 U.S.C. 502 note) is amended —

(1) by redesignating subparagraphs (C), (D), and (E) as subparagraphs (D), (F), and (G), respectively;

(2) by inserting after subparagraph (B) the following new subparagraph (C):

"(C) FOLLOW-ON DEPLOYMENT.—(i) After an intelligent transportation infrastructure system deployed in an initial deployment area pursuant to a contract entered into under the program under this paragraph has received system acceptance, the original contract that was competitively awarded by the Department of Transportation for the deployment of the system in that area shall be extended to provide for the system to be deployed in the follow-on deployment areas under the contract, using the same asset ownership, maintenance, fixed price contract, and revenue sharing model, and the same competitively selected consortium leader, as were used for the deployment in that initial deployment area under the program.

"(ii) If any one of the follow-on deployment areas does not commit, by July 1, 2002, to participate in the deployment of the system under the contract, then, upon application by any of the other follow-on deployment areas that have committed by that date to participate in the deployment of the system, the Secretary shall supplement the funds made available for any of the follow-on deployment areas submitting the applications by using for that purpose the funds not used for deployment of the system in the nonparticipating area. Costs paid out of funds provided in such a supplementation shall not be counted for the purpose of the limitation on maximum cost set forth in subparagraph (B)."

(4) by inserting after subparagraph (D), as redesignated by paragraph (1), the following new subparagraph (E):

"(E) DEFINITIONS.—In this paragraph:

"(i) The term 'initial deployment area' means a metropolitan area referred to in the second sentence of subparagraph (A).